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MILITARY INSTALLATIONS DATA

ODESSA

MILITARY DISTRICT (C)

VOLUME 6, NO. 3

SEVASTOPOL' (C)

44° 37'N - 33° 32' E

U.S.S.R.

AUG. 8, 1957

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VOLUME 6, No. 3 SEVASTOPOL'

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SPECIFIC GUIDANCE

1. The various categories of intelligence data set forth in the General Guidance at the beginning of this volume indicate the types of information sought for all studies in this series.

2. The following are some specific items of information which are a priority requirement for the SEVASTOPOL' study:

a. Present ACSI Order of Battle holdings list no Soviet Ground Force or MVD units as being garrisoned in SEVASTOPOL'. If any such units are observed there, numerical designation, strength and subordination of them is desired.

b. The present status of SEVASTOPOL's barracks, especially Installations Nos. 17, 20, 26, 30, 42, 49 and 52, and other military installations needs to be determined.

c. Precise location, status and description of SEVASTOPOL's gun emplacements.

d. Information including location, description and status of any other military and logistical installations

which may exist in the city and its surrounding vicinity.

e. Information on the rail line which runs south from SEVASTOPOL's urban area to BALAKLAVA. It may be an electric streetcar line, merely an extension of the intra-urban trolley bus service, yet some maps show it as a railroad line.

f. Comments on the progress of the city's reconstruction program.

g. Location of the following: Admiral, Melnikov and Soviet Streets; Builders, Pushkin, Nakhimov and Navarin Squares; and Red Fleet Boulevard.

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1. THE CITY OF SEVASTOPOL'

a. Introduction:

SEVASTOPOL' (44°37'N - 33°32'E), in the Odessa Military District, is a fortified port city in the Crimean Oblast, Ukrainian SSR. It is located in the southwestern corner of the Crimean Peninsula, facing on a large bay of the Black Sea, and is approximately 40 miles southwest of SIMFEROPOL (44°57'N-34°05'E), the oblast capital. Its population increase from 110,000 in the 1939 census to an estimated 205,000 in 1957, despite evacuation, Nazi occupation and the considerable destruction of the city during World War II, attests SEVASTOPOL's growth and importance to the Soviets not only as Headquarters of the Black Sea Fleet, but also as a strategic military and naval base.

Of uncommon historical interest, SEVASTOPOL', "the August City," is a municipality of which the Soviets are especially proud. The city was founded in 1784 during the reign of Catherine the Great in the year following Russia's annexation of the Crimea. What had been a Tatar village, AKHTIAR, near the ancient Greek colony of KHERSONES, was transformed into the chief base of Russia's Black Sea Fleet

and an important fortress city under the direction of Catherine's favorite, Field Marshal Potemkin. Since that time it has twice achieved world-wide attention for its role in the defense of the Crimea, once in the Crimean War of 1854-1856 and again during World War II. Its participation in these historic events, and because it was a center of revolutionary movements in 1905 and during the civil war, earned for SEVASTOPOL' such Soviet names of praise as "city of heroes," "city of Russian glory," and others.

b. Topographical and Urban Characteristics:

Elevations in SEVASTOPOL' and vicinity range from sea level to heights of over 500 feet. The varied topography of the area as well as its diverse terrain and water features give the city a uniquely beautiful setting. The high hills which predominate in the landscape surrounding SEVASTOPOL' are emphasized by low valleys and relatively flat and undulating terrain interspersed among them. Most prominent among the water features in the area is Sevastopol' Bay, a large, east-west running bay of the Black Sea which sharply divides SEVASTOPOL' into two main sections, north and south, and serves as the city's outer harbor. Known to be a very fine

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harbor and roadstead, Sevastopol' Bay is about four miles in length and nearly three-fourths of a mile in width at its widest point; it may best be described as a deep, well-sheltered indentation among chalky cliffs. On the seaward approach to the city the bay and its surrounding terrain gives SEVASTOPOL' the appearance of a large, wide amphitheater, surrounded as the bay is by spurs of the Yayla Mountains of the Crimea on all sides except on the west where it narrows to about one-half mile in width and opens to the Black Sea. The city is spread out and built up along the shores, terraced slopes and high land surrounding the bay. The built-up areas along the shores are mainly composed of industrial, port, dock and shipyard facilities, some military installations, and some residential area. On the southeastern end of Sevastopol' Bay lies the valley town of INKERMAN, a suburb of SEVASTOPOL', and on the bay's southwestern end lies Cape Khersones, a relatively low-lying point of land. Another suburb of SEVASTOPOL', UCHKUYEVKA, is located on the north shore of Sevastopol' Bay. SEVASTOPOL's satellite town, BALAKLAVA (4430N-3335E), approximately eight miles to the southeast, is treated as

a separate study, No. 2, in this volume.

Although Sevastopol' Bay is the only body of water leading from the Black Sea which touches SEVASTOPOL's shores, a number of lesser bays, fringing arms of the main bay, also define SEVASTOPOL's landward limits and configuration. Some of these bays are merely wide indentations while some on the south shore cut deeply into the land forming smaller amphitheaters. The most conspicuous and important of these secondary inlets is the winding South Bay; it serves as a naval and commercial harbor, and the main section of the city lies on the high land surrounding its west side. There is also a small bay on each side of the entrance to South Bay, namely, Artillery Bay and Ship's Bay. Quarantine Bay, Alexander Bay, and Paniatova Bay are but a few of the other bays which line SEVASTOPOL's northern and southern shores. Another body of water in the vicinity is the Black River, a narrow stream which flows into the eastern end of Sevastopol' Bay, near INKERMAN.

The city proper lies on the elevated terrain above and on the south side of Sevastopol' Bay. This area, which is graphically presented on the accompanying City Plan, is

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composed of various sections. The greater portion of the city is the densely built-up section situated on Samartskiy Hill, which rises on the west side of South Bay. This section contains the city's central core and consists of administrative and commercial areas and a large park. A large, densely-constructed residential section lies to the southwest, just south of the city's main cemetery, while a large industrial, military, and residential area is also situated on the east side of South Bay, behind and including the "Sevmorzhavod" shipyard, the Naval Training School and Barracks and the large Military Area to the south of it (Installations Nos. 46 and 47) and extending eastward to the vicinity of Malakhov Hill. This Hill, one of the highest in the city area, provides a fine view of the city and harbor and may best be reached from the city center by way of Malakhov Boulevard, which leads directly to the hill on top of which a monument dedicated to the airmen of World War II is located. Several other monuments commemorating local and national heroes and historical events are found at various points around the city, the most noteworthy of which is a large building in Historical Park (Item 42 on the

City Plan) containing a cyclorama depicting the defense of SEVASTOPOL' in the Crimean War. On the crest of a hill in the southern vicinity of the city there is a monument which consists of a large tank mounted on a granite base, a memento to the Soviet armored forces of World War II. A tall column commemorating Russian naval fame is situated a short distance from the shore in Sevastopol' Bay, and other conspicuous monuments may be seen in the city's northern district, on the north shore of the bay. Urban area buildings are mainly two- and three-story structures; many have red tiled roofs and many are made from a white stone which is quarried in nearby INKERMAN and BALAKLAVA. The predominant street pattern in the urban area is a rectangular grid; city blocks are interspersed with squares and parks, among the most notable of which are Lenin Square and Historical Park. There are many wide streets in the city, most of which are well paved and many are tree-lined. The core of the city may be regarded as the area bounded by Lenin Boulevard, Nakhimov Boulevard, and Great Naval Street. These streets are useful for orientation, as they form a belt around the core of the city, where many of SEVASTOPOL's military and civilian administration offices and better shops

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and buildings are located.

c. Industrial Activity:

Shipbuilding and ship repairing occupy prominent places among the industries of SEVASTOPOL', a city which is more important as a naval and maritime than as a commercial center. Probably the most important industrial enterprise, and one of all-Union importance, the shipyard "Sewmorzavod," is capable of performing major repairs and construction as well as maintenance on both merchant and naval vessels. The other shipyards which appear on the City Plan are also of significance and are engaged in support of the city's naval requirements. Among the city's other industries, the following are worthy of note: SEVASTOPOL' Thermal Power Plant Gres 1, im. "Inkerman," an electric power plant of more than local importance (Installation No. 53 on the City Plan); the "Krymdil Kombinat," a chemical industry; a plant for the making of machinery, machine parts, and measuring instruments; and armaments and munitions plants. A possible airframe plant, repair shops, a paint factory, a camery, a tannery, and a grain mill have also been reported. In addition, quarries, a brick and tile plant, and other building-

construction enterprises, as well as various communal activities, such as those which produce consumer goods, are found in SEVASTOPOL'.

d. Transportation and Communication:

SEVASTOPOL' is situated along a number of strategic transportation routes of the USSR. The city has waterway connection with other ports on the Black Sea, including ports on its Caucasian shore, and on the Sea of Azov. It is a port of call on the passenger ship line which plies these waters and a base for vessels of the Black Sea Fleet. In addition to the water routes, SEVASTOPOL' is also linked with other points in the Crimea and the USSR by important overland routes and by air. It is the southern terminal of NIS Railroad Route No. 4, the MOSCOW-KHAR'KOV-ZAPOROZH'YE railroad line, which is the northern extension of the Stalin Railroad System, the line which connects the Crimea with other points in the Ukrainian SSR. The Stalin Railroad System, a single track, 5'0" gauge rail line, provides SEVASTOPOL' with direct connection to the capital, SIMFEROPOL, 40 miles to the northeast, and serves along the way the station at INKERMAN and at Bel'bek and Mac Kenzie (named for an Admiral Mac Kenzie who, under Potemkin, is credited with building the

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city) stations on the north side of Sevastopol' Bay. The town of BALAKLAVA, to the south of SEVASTOPOL', is served by two rail lines, one of which may be a streetcar line which leads from SEVASTOPOL's urban area and the other is a spur of the main line which leads from INKERMAN. Spurs from the main line also serve some of the city's industrial areas.

The most significant road leading out of the city of SEVASTOPOL' is NIS Highway Route No. 4, which runs from MOSCOW to SEVASTOPOL', a distance of some 887 miles. This road, like the rail line, directly connects SEVASTOPOL' with the Crimean oblast capital. Another highway of some importance leads south from the city and goes as far as BALAKLAVA, eight miles away. One other road which is noteworthy leads southeastward from the city, first towards the southern coast of the Crimean Peninsula which it then roughly follows until it reaches YALTA (4430N-3408E), a distance of approximately 30 miles. Other roads emanating from SEVASTOPOL' are of local significance, connecting the city with nearby points such as KHERSONES, INKERMAN, and points on the north shore of Sevastopol' Bay.

The air and seaplane stations around SEVASTOPOL', some of which are shown on the City Plan and the Area Map (Installations Nos. 1, 2, 5, 6, 12, 14, 15 and 43) are probably primarily used by the SAF and the Soviet Navy. It is not definitely known, but at least one of these facilities, possibly Installation No. 43, may also be joint status or available for civilian use.

Local transportation in the city of SEVASTOPOL' is provided by trolley buses, a post-war development, and by regular motor-buses. In addition, ferries which ply across Sevastopol' Bay are useful in connecting the main section of the city with other points along its northern and southern shores.

Standard communication facilities, radio, telephone, telegraph and postal, are also available in SEVASTOPOL'.

2. MILITARY APPRAISAL

a. Order of Battle:

ACSI Order of Battle holdings list no Soviet Ground Force or MVD units in SEVASTOPOL', a "closed" area. However, it is probable, as available post-war reports from low-level sources indicate, that some military units are stationed and garrisoned in and near the city for its defense and for its naval activities. There are a number of military installations

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in the city, and as many as 30,000 troops have been reported, consisting of personnel from AA, coastal artillery, tank and infantry units and from the navy, who may comprise a numerical majority. In addition, internal security personnel, members of the MVD, have been reported in the city, which is not unlikely since SEVASTOPOL' is a port and railway terminus of enormous importance.

b. Military Installations:

The accompanying City Plan and Area Map show a total of 56 military and other items which are identified in the Summary of Selected Installations. Of these, there are several barracks installations, at least two of which are former PW camps, and a number of logistical installations, storing supplies of ammunition, POL, rations and equipment. Other military installations in the city area include various headquarters buildings, the forts, which are probably used in the city's defense system, and SEVASTOPOL's air and seaplane facilities. There are also gun emplacements in the city area; these are not located, but several of them will probably be found around the city's shores, in the forts and at other strategic points. In

addition to these facilities, a few non-military installations, points in the city which may be useful for orientation, are located on the City Plan. Although most of SEVASTOPOL's military installations are under the control of the navy, it is not improbable that several of them are used by Soviet ground forces personnel.

c. Logistical Appraisal:

SEVASTOPOL's location on the Black Sea and its access to strategic transportation routes in the Crimea underlay its importance as a supply and transshipment point with enormous potential for expansion in time of war. Moreover, the standard logistical installations reference work lists as many as 15 installations, dumps, storage areas and depots, consisting of ammunition, POL, supplies, rations and equipment, some of which are located on the accompanying City Plan and Area Map. Although their subordination is not definitely known, these supply facilities probably serve not only SEVASTOPOL's own requirements, but also ships of the Black Sea Fleet and probably some Crimean points further inland.

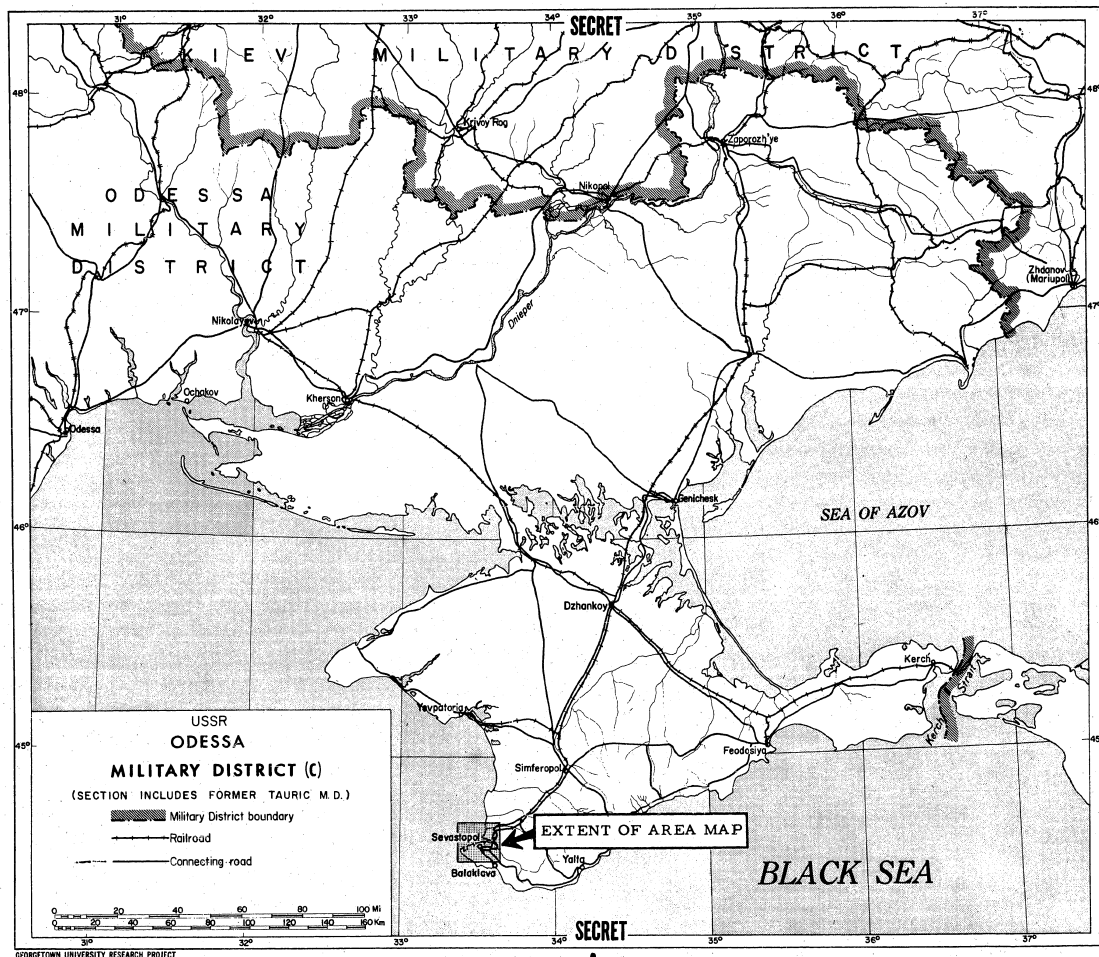
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3. SOURCES

A variety of sources was used in the preparation of the SEVASTOPOL' study. The most frequently used raw materials for the study were various intelligence documents. Certain finished intelligence studies, such as the NIS, were of special value for the light they shed on the city and port. Aerial and ground photography, Wringer and other PW interrogation reports, and the usual official US Army maps, various city plans and USAF mosaics were likewise of value and were used in the construction of the City Plan and Area Map and for the location of various installations. Unclassified reference works and items which appeared in the Soviet press were especially useful for background information.

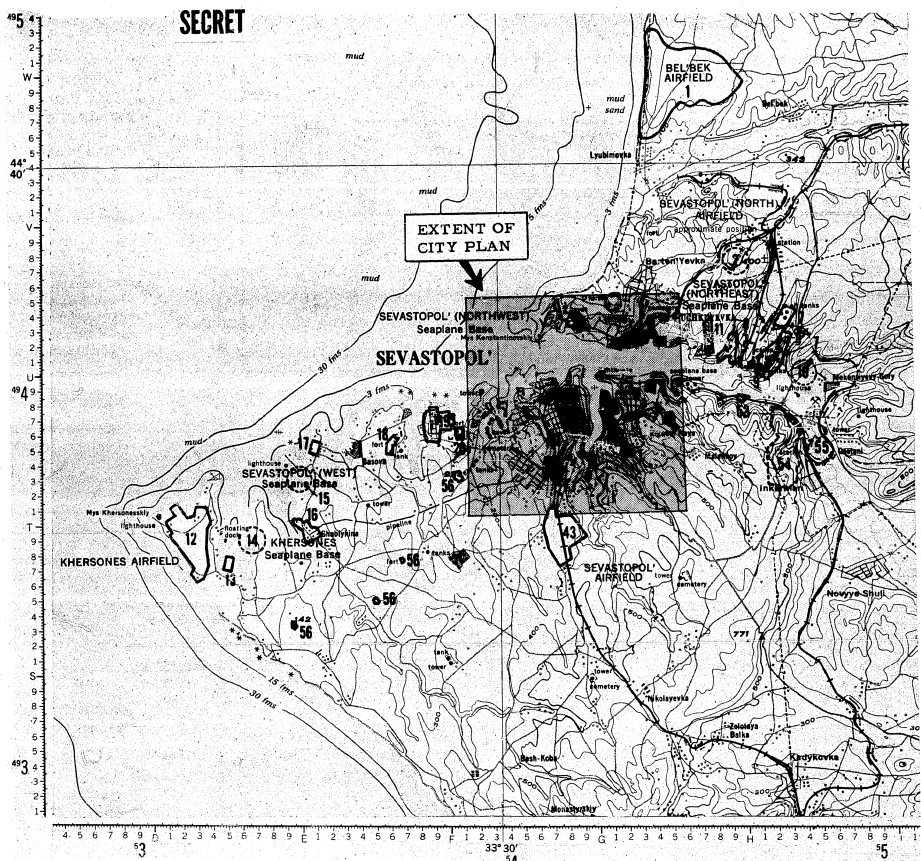
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USSR
SEVASTOPOL' (C)
44°37'N 33°32'E
AREA MAP

INSTALLATIONS
—— BOUNDARY DETERMINED
- - - - BOUNDARY APPROXIMATE
○ LOCATION APPROXIMATE
For identification of installations see City Plan

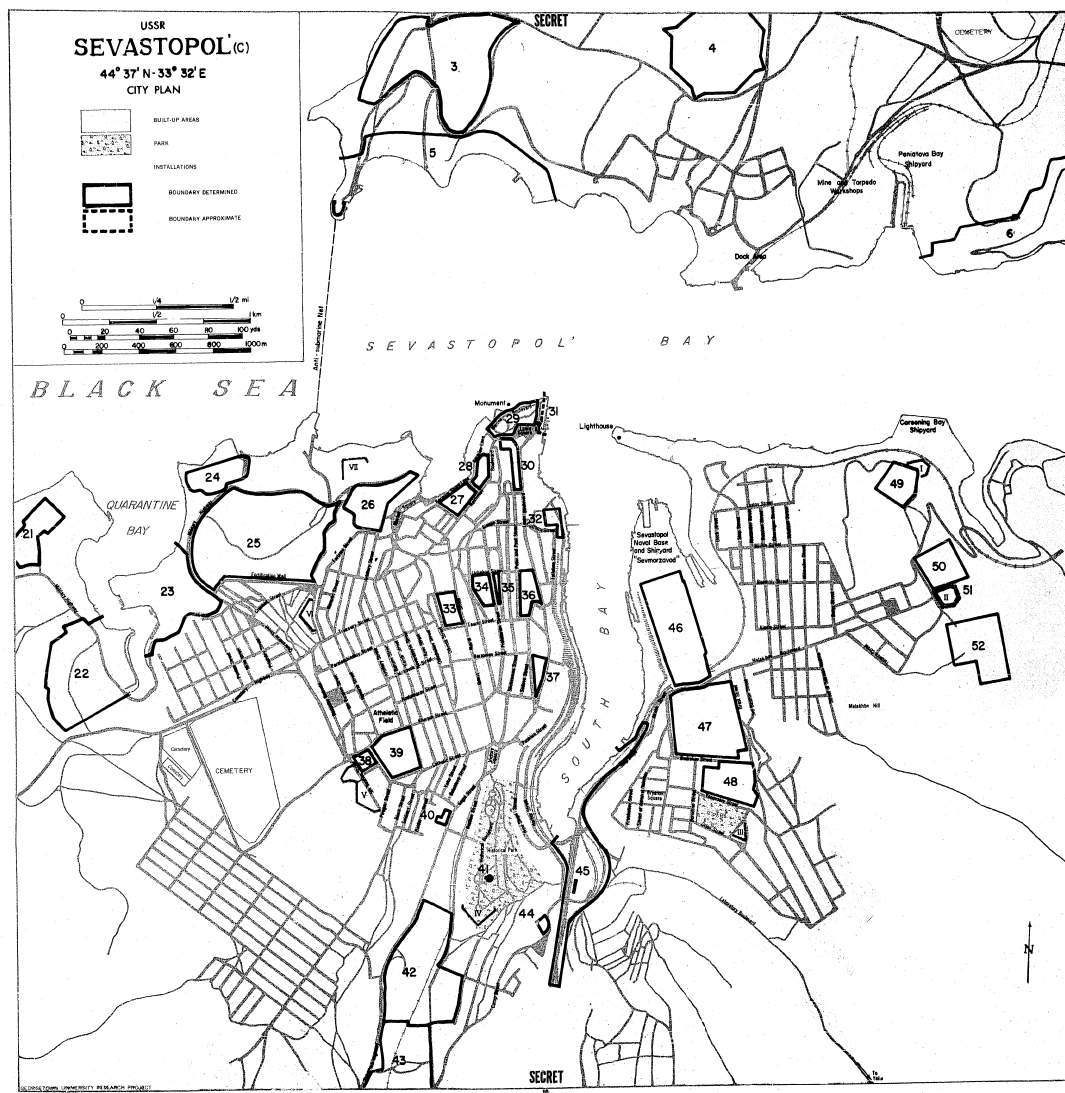
CITIES & TOWNS	
Densely built-up area	
Moderately built-up area	
Outline and pattern unknown	
RAILROADS	
Single track; Double track; Stations	
Abandoned or under construction	
ROADS	
Dust lane; Primary	
Secondary; Trail	
POWER LINES; TELEPHONE LINES	
Power lines; Telephone lines	
PIPELINES	
Above ground; Underground	
HYDROGRAPHY	
Intermittent lake; Swamp; Dam	
Intermittent stream	
Canals; open; underground	
Springs; Wells and Waterholes	
Flood marked area; Rocks	
Drainage ditches; Mud flats	
Fathom line; Reef	



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SUMMARY OF SELECTED INSTALLATIONS

1. SEVASTOPOL' AIRFIELD. (See Area Map). This facility, reportedly recently improved, is operated by the Soviet Air Force. No information is available concerning the presence of barracks and logistical installations.
2. SEVASTOPOL' NORTH AIRFIELD. (See Area Map). The location of this airfield is approximate. No further information is available.
3. MUNITIONS DEPOT. Extensive underground storage and shelters are located in this area; the installation is heavily guarded.
4. MAXIM GORKI FORT. This fort is one of the largest in the area; it is probably also used for storage.
5. SEVASTOPOL' SEAPLANE STATION, NORTHWEST. USAF Target No. 0250-8713. A number of barracks as well as U-shaped Fort Konstantin, POL, and other buildings are in this area; gun emplacements and ammunition storage are probably located on the west side of the area.
6. SEVASTOPOL' SEAPLANE STATION, NORTHEAST. USAF Target No. 0250-8711. This large facility which has two hangars, an administration building, slope, and warehouses, probably has barracks for assigned personnel and POL storage area.
7. PETROLEUM DEPOT. (2) (See Area Map). Petroleum is stored here in tanks and in underground storage facilities. The area is reportedly enclosed by a barbed wire fence and guarded.
8. AMMUNITION DEPOT. (2) (See Area Map). Contains underground storage facilities.
9. PETROLEUM PIER. (See Area Map).
10. FORMER PW CAMP. (See Area Map). The barracks in this area are suitable for the billeting of troops; the location of this installation is approximate.
11. NAVY SCHOOL AND BARRACKS. (See Area Map). The number and type of buildings in the area suggests that this is a permanent installation. The area is probably enclosed and guarded. Damaged during WW II, the large, irregularly-shaped school building in the center was temporarily used as a PW camp.
12. SEVASTOPOL' GHERONES AIRFIELD. (See Area Map). USAF Target No. 0250-8714. Barracks and POL are reportedly available on this SBF base which is probably part of the air defense system.
13. FORMER PW CAMP. (See Area Map). Barracks suitable for troop billeting have been reported on this site.
14. SEVASTOPOL' GHERONES SEAPLANE BASE. (See Area Map). Location of this naval facility is approximate; barracks and POL may be available in the area.
15. SEVASTOPOL' WEST SEAPLANE STATION. (See Area Map). USAF Target No. 0250-8715. This facility probably has some POL storage and possibly some barracks available in the area.
16. UNIDENTIFIED MILITARY INSTALLATION. (See Area Map). This installation, a possible storage area, is probably used by the navy.
17. PROBABLE BARRACKS AREA. (See Area Map).
18. FORT AND PROBABLE MUNITIONS STORAGE. (See Area Map). This fort, like the others in the SEVASTOPOL' area, probably serves the AAA defense system.
19. NAVAL STATION AND BARRACKS. (See Area Map). This may be a permanent installation; there are a number of buildings in the area, many of which are multi-story structures.
20. PROBABLE BARRACKS AREA.
21. POSSIBLE MILITARY AREA. This former monastery is reportedly used as a military installation; a radio transmitter has been reported. A large fortification is located to the southeast.
22. MUNITIONS DEPOT. Above-ground and sub-surface facilities are available.
23. MOTOR TOWED BOAT BASE. This large naval installation contains a number of buildings; boat pens on the west side face on Quarantine Bay.
24. FORTIFICATION AND MUNITIONS STORAGE. No further information is available.
25. PROBABLE AMMUNITION STORAGE. A large storage area which may have underground storage facilities for ammunition.
26. BARRACKS AREA. Reported use for billeting artillery troops during WW II with possible additional barracks located on the east side of the market place.
27. ARSENAL. Several buildings make up this area. No further information available.
28. COMMAND HEADQUARTERS OF THE BLACK SEA FLEET. A long multi-story building and several auxiliary buildings make up this installation.
29. COMMANDANT'S HEADQUARTERS. A multi-story building in the eastern corner of the area, constructed of stone, facing on Lenin Square.
30. PROBABLE BARRACKS AREA. There are several buildings in this area. No further information available.
31. GRAFSKY PIER OR WHARF. A memorial colonnade and steps leading to the landing stage identify this point which is sometimes called "the sea gate of the city."
32. CUSTOMS HOUSE.
33. CITY SOVIET BUILDINGS.
34. AIR FORCE STAFF HEADQUARTERS.
35. NAVY STAFF HEADQUARTERS.
36. MILITARY HOSPITAL. No further information is available.
37. MVD HEADQUARTERS. The multi-story Headquarters building and some new buildings, reportedly built after World War II, which make up this area are probably surrounded by a wall and guarded.
38. PRISON. Military use of this installation is not known. It consists of a number of buildings, of various size and construction, enclosed by a wall.
39. CITY HOSPITAL. No information concerning military use of this installation is available. There is a variety of buildings in the complex and the area is enclosed by a high wall.
40. TRANSPORTATION STAFF HEADQUARTERS.
41. CYCLOPAMA, "DEFENSE OF SEVASTOPOL'". This former tourist attraction which is visible from almost any point in the city, is of value as an orientation point.
42. PROBABLE BARRACKS AREA. There are several barracks in this area, some of which may be used by ground force personnel.
43. SEVASTOPOL' AIRFIELD. (Also See Area Map). USAF Target No. 0250-8710. This airfield is operated by the Soviet Air Force, but it is possible that civilians as well as military aircraft use its facilities. There are barracks on the north and POL storage is available.
44. STREETCAR DEPOT.
45. RAILROAD STATION AND YARD.
46. NAVAL TRAINING SCHOOL AND BARRACKS. This large permanent installation, constructed of brick and situated on elevated terrain, is sometimes referred to as a naval academy. Buildings in the area are of various sizes; the main structures are multi-storied and are of uniform construction.
47. MILITARY AREA. Several buildings of various sizes, consisting of possible barracks and a school, are located in this enclosed area.
48. POSSIBLE MILITARY INSTALLATION. An enclosed area containing a number of buildings; officers quarters were reported here during World War II.
49. HOSPITAL. Military use of this installation is not known.
50. RADIO STATION.
51. STORAGE AREA IN BASTION. Munitions may be stored here.
52. PROBABLE BARRACKS AREA. This area consists of a number of buildings of various sizes. The installation is possibly used by Soviet ground forces.
53. SEVASTOPOL' THERMAL POWER PLANT (GRES). In "INKERMAN". (See Area Map). USAF Target No. 0250-0911. This plant is one of the largest in the Crimea.
54. AMMUNITION DEPOT. (See Area Map). This underground installation is probably the largest munitions storage facility in the SEVASTOPOL' area. It is a heavily guarded installation.
55. INKERMAN RAILROAD STATION. (See Area Map).
56. FORTS. (4) (See Area Map). These smaller forts are probably used as anti-aircraft defense installations.



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